



HEALTHY COMMUNITY DESIGN

Policy Statements for Official Plans

April 2014

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PREFACE

This document provides a series of suggested policy statements and implementation activities related to land use, community design and public health. The Simcoe Muskoka District Health Unit (SMDHU) offers these suggestions for policy direction in the hope that municipalities adopt them as part of their Official Plans, activities and programs to improve the health of their residents.

Given the diversity and the mix of rural and urban communities within the District of Muskoka and County of Simcoe, these suggestions have been developed to be as versatile as possible. The health unit suggests that incorporating the content of this document should be part of well defined strategies and community engagement processes so that it can fit the physical and social context of the community.

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Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, livable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

(Provincial Policy Statement 2014, Part V, 1.0 Building Strong Healthy Communities)

This Plan is about building complete communities, whether urban or rural. These are communities that are well designed, offer transportation choices, accommodate people at all stages of life and have the right mix of housing, a good range of jobs, and easy access to stores and services to meet daily needs.

(Places to Grow - Growth Plan for the Greater Golden Horseshoe, 2006, Office Consolidation June 2013, p.13)

INTRODUCTION

Municipalities in Ontario face many challenges in planning for growth and development, including: working with changing population projections; developing land for a variety of uses; building to suit the needs of the population; protecting the environment; and planning for economic prosperity and a sustainable future. At the same time, municipalities must ensure their planning decisions protect the health and well-being of their residents.

Land use decisions and the way communities are designed have multiple impacts on people's physical health as well as on their mental health and well-being. The physical form of a community affects the quality of the air they breathe, the types of physical activity choices they make and how they interact with their neighbours. It defines the character of a community, impacts real estate values and tax revenues, impacts the cost of providing services, and influences the community's ability to attract business and residents.

Emerging evidence also demonstrates that the built environment can have even greater health impacts on vulnerable populations including people with lower socioeconomic status, children, youth, the elderly, and people living with disabilities. These differences in health impacts are known as health inequities and they can result from unequal conditions or access to places to live, work, learn, shop for healthy foods, access safe places to play, or access transit or active transportation networks. The built environment affects the overall health of the community in the following ways:

- **Environment** – Community design and transportation planning can impact the quality of our air and water. Vehicle use and distances travelled all influence the amount of vehicle emissions, which are prime sources of air pollution affecting air quality and health. Lower income neighbourhoods may be disproportionately exposed to higher levels of air pollution which can lead to further health impacts on this segment of the population. The design and layout of the built environment impacts water supplies and watersheds and should ensure enough greenspace to allow for a natural and safe hydrological system and ecosystem preservation. Community design also impacts the amount of land taken out of agricultural uses, or its natural state, both of which influence the health of residents.
- **Injury and Safety** – The incidence of fatal and non-fatal injuries as a result of traffic crashes is closely related to vehicle kilometers traveled, automobile speed, traffic volumes, and the design of roadway networks, particularly where vehicles interact with non-motorized transportation modes. Research links these characteristics of travel to the distribution of land uses. Alcohol-related harm is also influenced by the built environment and alcohol outlet density.
- **Physical Activity** – The built environment can either facilitate or constrain the ability of residents to be physically active for either utilitarian or recreational purposes. For example, neighbourhoods that are designed for automobile dependency reduce the viability of active transportation, particularly for children, youth, seniors and others who may be economically or physically disadvantaged, thereby decreasing the overall physical activity levels of the community, and thus its well-being. This may

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contribute to increased rates of heart disease, stroke, diabetes, and some cancers in the population, as well as other negative impacts on mental health and well-being.

- Sun Safety – Skin cancer from exposure to ultraviolet radiation is increasing. Communities that are designed with sun safety in mind and that provide residents with natural and manmade structures for shelter from the sun can decrease health risks associated with sun exposure.
- Food Access – Access to safe, nutritious, affordable and personally acceptable food is considered a key component of health equity and contributes to residents’ overall health, lowering their risk of many chronic diseases. Land use planning can have a profound impact on whether or not residents have ready access to sources of safe and healthy foods. Along with access, land use planning must also consider the protection and conservation of local food production capacity for the long-term sustainability of the local food system.
- Social Cohesion and Well-being – Certain characteristics of the built environment such as a range of housing types, proximity to neighbours and the availability of places to gather can influence how residents feel about themselves and their connection to the community. These characteristics can also have a profound impact on the cohesiveness of a community and the creation of social capital. People’s mental health and overall capacity to “age in place” are both health considerations that are influenced by the level of social cohesion in a community.

Over the past decade, several key policy documents related to land use, development and growth planning in Ontario have come into effect. Two of these — the Provincial Policy Statement (2014) and the Places to Grow - Growth Plan for the Greater Golden Horseshoe (2006, amended 2012), provide clear direction on the creation of healthy and complete communities. The underlying principles within these policy documents are supportive of a municipal vision that addresses the importance of the health of the public.



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These provincial policies are also closely aligned with the goals of the Simcoe Muskoka District Health Unit's Building Healthy Communities initiative. Under this initiative, the health unit is working with partners to:

- 1 Act as a catalyst for change through programs, people and partnerships to achieve a shared vision of a built environment that promotes and protects health.
- 2 Provide strong public health leadership and expert health advice to key stakeholders to influence the design of new and existing communities to be sustainable and supportive of the achievement and maintenance of optimal health.

These goals provided the impetus for the creation of this policy guide in 2010. The purpose of this guide was to provide municipal elected officials, planners, engineers, and other stakeholders and partners in Simcoe Muskoka with suggestions for Official Plan policies and implementation activities to assist municipalities in creating healthy and complete communities while also meeting the provincial policy expectations. This policy guide was updated in 2014 to reflect changes in knowledge and practice in the area of policy statements for Official Plans. The guide has five sections that are based on key health issues impacted by the built environment: Environment; Injury and Safety; Physical Activity and Sun Safety; Food Access; and Social Cohesion and Well-Being. Each section contains an overall health related goal and rationale, a number of related objectives, suggested Official Plan policy statements to help achieve the objectives and a variety of suggested activities for implementation of the policies. Many of the concepts and principles within these sections overlap and it is recommended that municipalities review each section closely for supportive and inter-related policy suggestions.

There are many other procedural, organizational structure, and regulatory mechanisms available to municipalities that can be used to support the Official Plan recommendations defined here. Some of the implementation activities described for each of the sections fall between Official Plan policies and associated work programs. These have been included because of the importance for municipalities to make progress and to see meaningful change in fulfilling the direction and intent of the Official Plan policies. The intent has been to provide suggestions that are closely aligned to typical land use planning activities seen in various municipalities. It will be up to each municipality to consider these suggestions and determine the most effective approach to including them in Official Plans and other municipal planning documents and strategies. Municipalities are encouraged to use the concepts within this document and to freely adapt, amend or revise the wording to suit their particular needs and circumstances. This is by no means a complete list of potential policies and implementation activities and should therefore be viewed as a starting point.



Policies and Implementation Activities

Environment

Goal Statement:

Protect and conserve the natural environment to ensure residents can breathe clean air, drink safe water and have access to nature and greenspace, and to help mitigate extreme weather events.

Rationale: Clean air, safe water and access to nature and greenspace are critical to the health of the community, making it essential that these resources be protected and conserved. Exposure to environmental pollution can result in increased illness, chronic disease, hospitalization and death. Individuals and families living in lower income neighbourhoods are more likely to live close to highways or industrial zoned land, which exposes them to even higher levels of outdoor air pollution and increased risk of illness and disease.

Additionally, as the effects of climate change increase, the risk and severity of extreme weather's affect on community health also increases by impacting air and water quality, limiting the availability and accessibility to safe and potable water, increasing the incidence of infectious disease and damaging essential community infrastructure. As a result, communities must also be developed in a sustainable manner that supports community resiliency to extreme weather.

Objectives

- EN 1** Ensure land use designations and zoning bylaws have a positive impact on health and protect the environment.
- EN 2** Promote renewable energy systems, conserve energy and protect air quality.
- EN 3** Decrease reliance on motor vehicles and provide the necessary infrastructure and social climate to support active modes of transportation and transit.
- EN 4** Incorporate climate change adaptation and mitigation strategies to protect the built and natural environments.

Environment

Objective 1

EN 1 - Ensure land use designations and zoning bylaws have a positive impact on health and protect the environment.

Land Compatibility Rationale: Children living in communities with higher levels of traffic-related pollution have lung function growth approximately 10 per cent slower than children in communities with less air pollution.¹ Seniors are also vulnerable to the impacts of air pollution. Estimates indicate that by 2026, the 65+ age group will experience a 74 per cent increase in premature mortality due to air pollution. Additionally, smog-related cardiac symptoms account for three times more emergency room visits than respiratory symptoms.²

Close proximity of residential and other sensitive areas to non-compatible uses could result in adverse health effects. Exposure to noise can introduce or aggravate stress-related health outcomes including those on the cardiovascular system, immune system, sleep, task performance, behaviour and mental health.³ Periods of odour nuisance often go together with headache, nausea, sleep disturbances, a loss of appetite and stress.⁴

Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.

(Provincial Policy Statement 2014, 1.2.6.1)

/// Planning Policies (Land Compatibility)

- EN 1.1** Land use designations shall consider impacts on community health especially for vulnerable populations (e.g. children and seniors) when located adjacent to high traffic, trucking and highway corridors.
- EN 1.2** Proposed residential development shall be compatible with neighbouring uses including industrial and commercial emissions, nuisance noise and odour impacts. Proposed development shall consider water resource protection.
- EN 1.3** Agricultural land and environmentally sensitive areas shall be protected through land use designations and transportation planning to sustain the economic viability of agriculture within the community.
- EN 1.4** Water resources shall be protected through the implementation of water protection strategies.

/// Implementation Activities (Land Compatibility)

Short term

- i) Review existing zoning bylaws and where necessary amend to include guidance pertaining to nuisance noise, odour, and other adverse health effects.

Medium Term

- i) Establish municipal policies for residential areas, park space and athletic fields/venues to ensure sufficient distance away from traffic corridors.
- ii) Work with community groups to implement and promote programs that encourage residents to dispose of hazardous waste products safely and properly.

Long Term

- i) Form a land use advisory committee focused on community and environmental health to work with council and staff to ensure land use designations support positive growth and development of the community.

Environment

Greenspace Rationale: The protection and conservation of greenspace minimizes the effects of heat islands which drive up cooling and refrigeration energy consumption and generation. Greenspaces also provide vital ecosystem services. Urban trees can reduce air temperature thereby reducing ozone formation and removing air pollutants.⁵ Greenspaces protect water quality by providing opportunity for water absorption and filtration.⁶

In addition to the environmental benefits, forest ecosystems can support healthy communities by increasing physical activity, improving cardiovascular and respiratory health, preventing cancer and reducing stress.⁷

The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

(Provincial Policy Statement 2014, 2.1.2)

/// Planning Policies (Greenspace)

- EN 1.5** Design standards shall be developed that require the use of natural and/or naturalized landscapes to improve air and water quality throughout the community.
- EN 1.6** A community-wide Urban Forestry Management Plan shall be developed to maximize the environmental and community health benefits of having healthy trees, with particular attention to protecting the community's stock of existing trees, supporting the growth of new trees and expanding the tree canopy in the community.

/// Implementation Activities (Greenspace)

Short term

- i) Promote and increase public awareness of the environmental and health benefits for supporting tree and forest restoration.
- ii) Develop tree cutting and/or tree conservation bylaws.

Medium Term

- i) Conduct an assessment of existing greenspace and identify opportunities to increase the amount of and access to greenspace.

Long Term

- i) In consultation with community groups and foresters, develop an Urban Forestry Management Plan; determine restoration initiatives as well as the infrastructure and budgeting needs required to meet tree planting and conservation targets.
- ii) Develop a partnership framework to assist the municipality with implementing the Urban Forestry Management Plan.



Environment

Objective 2

EN 2 - Promote renewable energy systems, conserve energy and protect air quality.

Rationale: The most significant sources of air pollution and human generated greenhouse gas emissions in Ontario are energy consumption, energy generation and transportation. Electricity generation produces a significant share of nitrogen oxides and sulphur dioxide emissions. These contribute to smog, acid rain and the formation of fine particulate matter which all reduce air and water quality.⁸ Numerous studies show that poor air quality contributes to premature death, cardiovascular disease, cancer, stroke, asthma and other respiratory diseases.⁹

Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

promote compact form and a structure of nodes and corridors;

promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future.

(Provincial Policy Statement 2014, 1.8.1)

/// Planning Policies

- EN 2.1** A compact urban form shall be developed that incorporates mixed land uses and promotes active transportation, transit use and trip reduction.
- EN 2.2** Opportunities shall be provided to use or develop renewable energy sources through design regulations and land use and zoning requirements.

/// Implementation Activities

Short term

- i) Establish municipal policies to promote and incorporate energy efficiency and water conservation strategies.

Medium Term

- i) Conduct a community outreach program to facilitate dialogue and develop partnerships with local groups focused on environmental issues, energy and water conservation and renewable energy.

Long Term

- i) Work with local stakeholders to develop policies and implementation guidelines for sustainable building practices for municipal and private development projects.



Environment

Objective 3

EN 3 - Decrease reliance on motor vehicles and provide the necessary infrastructure and social climate to support active modes of transportation and transit.

Rationale: Motor vehicle transportation is the primary contributor to air pollution. On-road transportation and engine idling contribute to greenhouse gas emissions and release carbon dioxide, nitrogen oxides and carbon monoxide hydrocarbons, which are the precursors of smog.¹⁰ Health impacts from air pollution include respiratory problems, asthma and increased risk of heart attack.⁹ Transportation activities can also increase the outdoor levels of ozone and particulate matter. Ozone irritates the respiratory tract and eyes and results in chest tightness, coughing and wheezing. Fine particulate matter can penetrate deep into the respiratory system triggering a heart attack or stroke.¹¹

Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

1. efficiently use land and resources...

3. minimize negative impacts to air quality and climate change, and promote energy efficiency;

4. support active transportation;

5. are transit supportive, where transit is planned, exists or may be developed.

(Provincial Policy Statement 2014, 1.1.3.2)

Long-term economic prosperity should be supported by: providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people...

(Provincial Policy Statement 2014, 1.7.1)

/// Planning Policies

- EN 3.1** The zoning bylaw shall develop patterns of land use that ensure appropriate separation of incompatible land uses and those that negatively impact pedestrian-oriented development.
- EN 3.2** Transportation master plans, environmental assessments and road designs shall be based on a complete streets design perspective.

/// Implementation Activities

Short term

- i)** Implement a safe routes to schools program that includes improvements to walkways, crossings, signage and traffic calming to encourage more walking and cycling by school-aged children.
- ii)** Provide wayfinding signage at key destinations throughout the community (such as commercial and retail areas, places of worship, parks, schools, civic buildings, etc.) and end of trip facilities such as bike racks to encourage and facilitate active forms of transportation.

Medium Term

- i)** Retrofit/purchase transit vehicles that allow for storage/transport of bicycles, strollers, wheelchairs, etc.
- ii)** Conduct community-wide walkability and bikeability audits with resident groups to identify priority projects to improve active transportation throughout the municipality.
- iii)** Develop and implement a program to provide seating and weather protection at all transit stops to facilitate use by seniors, persons with mobility issues, expectant mothers and people traveling with small children.

Long Term

- i)** Review the municipal Transportation Master Plan. Work with community partners to establish and promote an interconnected trail, sidewalk and bike lane system within and between communities.

Environment

Objective 4

EN 4 - Develop climate change adaptation and mitigation strategies to protect the built and natural environments.

Adaptive Design Rationale: Climate change refers to any change in climate over time as a result of natural changes or from human activities.¹²

As the climate changes, the natural and built environment also changes. For instance, there can be increased incidences of water-borne diseases when water sources become contaminated during extreme weather events (e.g. flooding); decreased quantity of water from drought; threat to food safety (e.g. more food spoilage due to higher temperatures) and changing weather patterns may lead to a rise in infectious diseases in new and existing areas. In addition, higher temperatures cause increased air pollution, which leads to declining air quality.¹³ As a result, municipalities need to develop mitigation and adaptation strategies to protect the built and natural environments in response to climate change.¹²

Planning for sewage and water services shall:

b) ensure that these systems are provided in a manner that:

1. can be sustained by the water resources upon which such services rely;

3. protects human health and the natural environment;

c) promote water conservation and water use efficiency.

(Provincial Policy Statement 2014, 1.6.6.1)

/// Planning Policies (Adaptive Design)

EN 4.1 Community infrastructure shall be designed to take into account the potential impacts from climate change to minimize damage, with a preference toward practices of better stewardship and protection of nature, naturalized areas, greenspaces and water resources.

EN 4.2 Requirements for low impact development techniques shall be integrated into subdivision and site plan regulations and storm water management plans.

/// Implementation Activities (Adaptive Design)

Short term

- i) Conduct a vulnerability risk assessment of the community and of all infrastructure to develop and support climate change mitigation and adaptation strategies.
- ii) Update storm water management plans and strategies to address projected changes in frequency and severity of storm events.

Medium Term

- i) Maintain, restore and expand greenspaces and areas of nature through a variety of community programs, adapted regulations and development incentives.
- ii) In consultation with stakeholders, develop municipal climate change adaptation and mitigation plans.

Long Term

- i) Work with community groups to advocate for the redevelopment of Ontario's Building Code to include strategies to mitigate greenhouse gas emissions.
- ii) Work towards increasing use of energy efficient and water conservation technologies.

Environment

Extreme Heat Mitigation Rationale: Both sensitive and healthy individuals can develop heat-related illness from prolonged exposure to high temperatures. Heat cramps, heat exhaustion, heat stroke and even death may occur. Individuals with diabetes, respiratory and cardiovascular disease are more susceptible to the effects of extreme heat.¹⁵

Solar energy absorbed by building materials and the urban heat effect contribute to higher temperatures. As the temperature increases, the demand for energy for cooling goes up, thus increasing greenhouse gas emissions.¹³ The temperature and quality of storm water run-off can be impacted by thermal pollution as water flows over low albedo and impervious surfaces (i.e. dark roofs and asphalt).¹⁵ Trees and other vegetation provide shade and help to dissipate heat by increasing the evaporation potential of an urban area.¹⁵

Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

promote compact form and a structure of nodes and corridors;

promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future.

(Provincial Policy Statement 2014, 1.8.1)

/// Planning Policies (Extreme Heat Mitigation)

- EN 4.3** Incorporate vegetation and tree planting in new, existing, and future developments to increase areas for shade and assist with dissipation of heat.
- EN 4.4** Develop an urban forestry plan and associated implementation program to increase the health of the urban forest and expand the tree canopy throughout the community.

/// Implementation Activities (Extreme Heat Mitigation)

Short term

- i) Review existing emergency plans and amend to include heat response strategies and plans.

Medium Term

- i) Develop bylaws and landscaping guidelines to increase vegetation and tree planting in new, existing and future developments to increase areas of shade, mitigate the effects of heat islands and contribute to the sequestration of greenhouse gases.

Long Term

- i) Work with community groups to develop and support water conservation technologies and strategies.



Injury and Safety

Goal Statement:

Create a physical environment that is safe for all residents.

Rationale: The built environment contains risks that can compromise the safety of people living and moving within it. Risks include such things as crime, unsafe play areas and motor vehicle collisions. To combat such risk, design elements of the built environment should enhance safety for persons of all ages, resulting in safer and healthier communities.

Objectives

- IS 1** Design roads and transportation networks that support all users.
- IS 2** Improve road safety by reducing automobile dependency, while creating a safe environment for both pedestrians and cyclists.
- IS 3** Manage alcohol outlet locations and density to create a healthier and safer environment.



Injury and Safety

Objective 1

IS 1 - Design roads and transportation networks that support all users.

Rationale: Road and street design influences the behaviour of transportation users, such as vehicle speed and traffic volume, thereby affecting the safety of those within the transportation network.²¹

Road design affects the walkability of neighbourhoods. It also affects the placement and viability of active transportation infrastructure, and the development potential of adjoining property.

Pedestrians and cyclists are more likely to be killed than motorists. Safe road design produces lower incidence and severity of vehicle-pedestrian collisions.²²

A key objective of road design is to control mean vehicle speed. Reduced speed lowers the injury risk for both motorists and active transportation users.²³

The transportation system ...will be planned and managed to:...

- b) offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking;*
- c) be sustainable, by encouraging the most financially and environmentally appropriate mode for trip-making;*
- d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services;*
- e) provide for the safety of system users.*

(Places To Grow – Growth Plan 2006, 3.2.2.1)

/// Planning Policies

- IS 1.1** Roads, crossings and new developments shall use active transportation and engineering best practices for traffic calming and target speed designs that reduce traffic speeds without the need for enforcement.
- IS 1.2** All streets shall include well maintained infrastructure (i.e. sidewalks, extra wide road shoulders for walking and cycling, and/or pedestrian trails and walkways) for all users, particularly the most vulnerable users: children, youth, the elderly and those with special needs.
- IS 1.3** Cycling and walking networks shall be developed that integrate safe on and off street routes to provide connectivity and access throughout the community and easy transitions between other modes of travel.

/// Implementation Activities

Short Term

- i)** Create an active transportation committee to raise awareness and assess the community's transportation needs, including safety provisions, and have them report back to council.

Medium Term

- i)** Develop or revise existing engineering and development standards to improve transportation safety for all users.

Long Term

- i)** Update the zoning bylaws to address changes necessary for the improvement of safe active transportation networks and support transit-oriented development patterns.

Injury and Safety

Objective 2

IS 2 - Improve road safety by reducing automobile dependency, while creating a safe environment for pedestrians and cyclists.

Rationale: The more that people travel by car the greater the potential for motor vehicle-related injury for road users and pedestrians.¹⁶ Increasing density and reducing the distance between places of employment, recreation and residential area reduces vehicle travel, thus lowering the risk for injury and fatalities related to motor vehicle collisions.¹⁶ Automobile-use reduction also makes transit and active transportation more viable.¹⁷ Active transportation networks become safer as they become more prevalent.¹⁸

Where active transportation networks intersect with the automobile network, pedestrians and cyclists are at greater risk for injury.¹⁹ Through planning and engineering, safety features can be incorporated into active transportation networks to minimize these risks. Active transportation networks should be designed and built to accommodate vulnerable populations such as children or the elderly, thereby helping to maximize accessibility and minimize injury for all users.

Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

(Provincial Policy Statement 2014, 1.1.3.4)

Healthy, active communities should be promoted by: Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

(Provincial Policy Statement 2014, 1.5.1)

/// Planning Policies

- IS 2.1** Development patterns shall maximize opportunities for active transportation and the potential for efficient transit.
- IS 2.2** Design standards shall include necessary infrastructure to provide for the safety and convenience of pedestrians and cyclists.
- IS 2.3** Road design and transportation planning shall be done within a complete streets design framework. Active transportation infrastructure shall be developed that is accessible, connected to the street system and linked to various uses in the community.
- IS 2.4** Traffic calming and control measures shall be integrated into the road network to protect pedestrians and cyclists, with an emphasis on school zones and areas frequented by other vulnerable populations (e.g. seniors' residences, parks, etc.).

/// Implementation Activities

Short Term

- i)** Conduct an audit of community accessibility and safety related to active transportation, walkability and transit to identify strengths, weaknesses and challenges. Use this information to plan for future initiatives.
- ii)** Set maximum and minimum limits to the size of designated parking areas to reduce the amount of parking and create a more compact physical form for the community.
- iii)** Conduct a walkability audit and a cycling audit to identify needs related to pedestrian and cycling safety. Designate high-priority areas for safety upgrades and/or the removal of hazards.

Injury and Safety

Population and employment growth will be accommodated by:

d) reducing dependence on the automobile through the development of mixed-use transit-supportive, pedestrian-friendly urban environments.

(Places To Grow – Growth Plan 2006, 2.2.2.1)

A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

(Provincial Policy Statement 2014, 1.6.7.4)

Municipalities will ensure that pedestrian and bicycle networks are integrated into transportation planning to:

a) provide safe, comfortable travel for pedestrians and bicyclist within existing communities and new development.

(Places To Grow – Growth Plan 2006, 3.2.3.3)

Medium Term

- i) Create transit-supportive residential and employment density targets relative to new developments and in-fill, especially in downtown areas. Amend the zoning bylaw to provide for the achievement of these targets.
- ii) Amend subdivision and site plan regulations to require active transportation-oriented connectivity between neighbourhoods and districts throughout the community as part of overall transportation system planning. Provide systematic upgrades to roads and intersections that augment safety for non-vehicle users. Prioritize these upgrades along pedestrian or cyclist routes, especially those that are used by vulnerable populations such as seniors, those with special needs and/or school children.
- iii) Work with local police to review and implement appropriate design strategies (e.g. Crime Prevention Through Environmental Design) to increase safety and prevent crime in the community. Within areas intended for nighttime use, upgrade security with lighting and improved visibility.

Long Term

- i) Work with local groups and stakeholders to create a comprehensive long-term transportation plan that addresses roads, active transportation and the development of public transit.
- ii) Collaborate with stakeholders and community groups to improve the quality and features of public space to have the broadest appeal.



Injury and Safety

Objective 3

IS 3 - Manage alcohol outlet locations and density to create a safer social environment.

Rationale: Municipal governments bear significant costs for alcohol misuse. Beyond financial costs are the substantial negative health and social affects resulting from alcohol-consumption.^{24;25} Increased alcohol outlet density is associated with increased rates of violence within neighbourhoods.²⁶

Healthy, liveable and safe communities are sustained by:

c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns.

(Provincial Policy Statement 2014 1.1.1)

/// Planning Policies

- IS 3.1** The municipality shall develop minimum distance requirements between all locations that sell or serve alcohol, and minimum distance requirements between alcohol outlets and other land uses that would be incompatible, such as schools, youth facilities or housing developments.

/// Implementation Activities

Short Term

- i) Utilize available spatial analysis and mapping of alcohol-related land use to assist in the improvement of community security and the reduction of alcohol-related harm.

Medium Term

- i) Amend or create municipal bylaws to establish minimum distance requirements between all new and existing alcohol outlets and between all new alcohol outlets and schools, playgrounds, youth facilities and residential areas.

Long Term

- i) Collaborate with the Liquor Control Board to ensure alcohol availability is managed in a socially responsible manner throughout the community, especially within higher risk residential areas.



Physical Activity & Sun Safety

Goal Statement:

Create a physical environment that provides opportunities for safe daily physical activity for all.

Rationale: Community design has a significant impact on an individual's ability to be physically active.²⁷ Recent patterns of land use and development have increased our dependence on vehicular travel which has impacted the amount of time people spend being physically active. Where we put our buildings, how we separate them from streets by vast areas of parking and how we link them with street networks dedicated primarily to vehicular movement all affect the ability of residents to use their own human powered energy to move around their community without the aid of a vehicle. Communities should be built with fewer barriers to non-motorized transportation so that it is practical and safe and therefore chosen more frequently. Tangible elements of the urban environment such as the built form, open space, and public areas and their relationship to one another, should be organized and designed to support daily physical activity for people of all ages and socioeconomic status.

Objectives

- PA 1** Ensure a built environment that supports and promotes safe active transportation as a priority travel option.
- PA 2** Provide greenspaces, places to play and gather, and recreational facilities and opportunities for all.
- PA 3** Ensure natural and built shade features are available at outdoor public spaces.



Physical Activity & Sun Safety

Objective 1

PA 1 - Ensure a built environment that supports and promotes safe active transportation as a priority travel option.

Rationale: Physical inactivity, sedentary lifestyles, overweight and obesity increase the risk of chronic diseases (e.g. heart disease, stroke, diabetes and some cancers). Heart disease is the leading cause of death in Simcoe Muskoka.²⁸ However, moderately intense physical activity (e.g. walking and cycling) performed on most days of the week reduces the risk for heart disease and can improve health in many ways.²⁹ People living in moderate-to-high density neighborhoods with a mix of services within walking distance are 2.4 times more likely to get 30 minutes of daily physical activity.³⁰ Increased landuse mix, street connectivity and residential density are effective strategies to facilitate active transportation.^{30;31} Compact community design minimizes the length and number of vehicle trips and supports use of active transportation and transit.³² Affordable and integrated transportation systems can facilitate linkages within and between urban and rural settings and reduce barriers such as infrastructure deficits, social equity issues, and access to employment.^{33;34}

Healthy, active communities should be promoted by:
a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

(Provincial Policy Statement 2014 1.5.1)

Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

(Provincial Policy Statement 2014 1.6.7.1)

/// Planning Policies

- PA 1.1** Land use and development shall be planned using a complete streets approach considering the needs of all users - pedestrians, bicyclists, motorists, and transit riders of all ages and abilities, and shall give priority to street connectivity and active transportation infrastructure.
- PA 1.2** Land use designations of the zoning bylaw shall support a vibrant downtown centre (or local business development district) with a combination of mutually supportive land uses that facilitate active transportation.
- PA 1.3** Areas that are zoned for mixed use shall provide for a synergistic mix of complementary uses that expand the diversity of experiences and options available to residents. (e.g. easy access between retail, employment, residential, public, social and health services, education and recreation uses). These uses shall be within a walkable site arrangement.
- PA 1.4** Development standards shall be created so that new projects develop aesthetic, cultural and safety features to support the pedestrian environment, especially in the downtown centre.

/// Implementation Activities

Short term

- i) Establish an Active Transportation Advisory Committee consisting of municipal and public stakeholders whose purpose is to provide input and make recommendations to council related to active transportation infrastructure.
- ii) Incorporate active transportation users' needs into transportation planning and design by setting goals for pedestrian and bicycle levels of service and include pedestrian and bicycle access in-route analysis when planning transportation projects.

Physical Activity & Sun Safety

Medium Term

- i) Develop a complete inventory of trails and pedestrian and cycling networks. Use this information to identify gaps and determine potential active transportation routes.
- ii) Review and amend the zoning bylaw for off-street parking to set both maximum and minimum limits to the size of parking areas to reduce the amount of parking and create a more compact physical form for the community.

Long Term

- i) Identify and plan formal pedestrian routes and cycling networks with direct connections between major origins and destinations (shops, schools, food destinations, offices, jobs and community services).
- ii) Create development standards focused on making places safer and more appealing to pedestrians, with design features such as links between parking and pedestrian walkways, adequate pedestrian-oriented lighting, street furniture and shade features to support active transportation, physical activity and sun safety.
- iii) Require active transportation infrastructure for all new developments (e.g. dedicated bike lanes, bicycle parking, sidewalks on both sides of the road, trails).



Physical Activity & Sun Safety

Objective 2

PA 2 - Provide greenspaces, places to play and gather, and recreational facilities and opportunities for all.

Rationale: Physical activity is essential for healthy growth and development for children and youth, and for continued good health throughout the lifespan. Physical activity, even at moderate levels, reduces the risk of overweight, obesity and chronic diseases such as heart disease, stroke, diabetes and some cancers.³⁵

Access to nature, open spaces, recreation facilities and age appropriate recreational programming encourages physical activity and social networking and has been shown to have a positive effect on physical and mental health.³⁶

1.5.1 Healthy, active communities should be promoted by:

b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

(Provincial Policy Statement 2014 1.5.1)

/// Planning Policies

- PA 2.1** The municipality shall provide spaces for active and passive parks that enhance access to recreation and nature as an essential component for physical and mental health and well-being, and shall make this a priority in land use decisions.
- PA 2.2** The municipality shall develop (or revise) a Parks and Recreation Master Plan to ensure safe and accessible parks and recreation facilities, including natural areas and trails, are available to all residents regardless of age, physical ability and financial means.
- PA 2.3** Access to shade shall be provided at municipal facilities and buildings and within greenspaces (parks and play grounds), recreation areas and along trails.

/// Implementation Activities

Short Term

- i)** Engage residents in a community needs assessment to gather input from people of all ages, abilities and socioeconomic status to update the Parks and Recreation Master Plan.
- ii)** Conduct an assessment of neighbourhood accessibility to recreational facilities, greenspaces (parks and play grounds), trails and natural areas by active transportation means.

Medium term

- i)** Develop stakeholder partnerships to move forward with recreational projects identified in the Parks and Recreation Master Plan.
- ii)** Develop partnership agreements between the municipality, schools, private sector and the community for the shared use of school grounds, municipal facilities and private and public spaces for low and no cost recreational use.
- iii)** Implement a community-wide signage and wayfinding program for improved access to recreation facilities, recreational areas, parks, greenspaces and trails.
- iv)** Select sites for parks and recreation facilities so as to increase access to natural areas.

Physical Activity & Sun Safety

Long Term

- i) Develop a Level of Service (LOS) measurement and operational policies for managing and developing the community's recreational assets as described by the Official Plan.
- ii) Use findings from community needs and accessibility assessments to inform the development of active transportation and transit infrastructure as part of the Transportation and Active Transportation / Cycling Master Plans. Ensure this includes connector routes (dedicated paths, sidewalks, trails) to recreational facilities, greenspace, natural areas and trails from residential areas, schools, workplaces and shopping districts to allow greater access by a wider cross section of the population.



Physical Activity & Sun Safety

Objective 3

PA 3 - Ensure natural and built shade features are available at outdoor public spaces.

Rationale: The ultraviolet portion of solar radiation is a human carcinogen for skin cancer.³⁷ Melanoma skin cancer rates have increased in Ontario.³⁷ The provision of shade (either natural or constructed) can be an effective means of reducing exposure to ultraviolet radiation (UVR) and its associated health risks, such as skin cancer, and should be an essential element when planning for and developing city facilities, parks and public spaces.³⁸

Healthy, liveable and safe communities are sustained by:

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

(Provincial Policy Statement 2014, 1.1.1)

/// Planning Policies

- PA 3.1** UVR/sun protection development standards shall be created that require new developments to integrate UVR/sun protection features and landscapes.
- PA 3.2** Municipal outdoor spaces shall be designed to include natural and/or constructed shade features to protect residents from UVR/sun exposure.

/// Implementation Activities

Short Term

- i) Implement UVR/sun protection development standards in new development areas and new municipal outdoor spaces.

Medium Term

- i) Seek community input to assist with implementing the UVR/sun protection development standards in existing municipal parks, recreation sites and outdoor public spaces.

Long Term

- i) Develop an urban forestry strategy that addresses natural shade considerations throughout the community.



Food Access

Goal Statement:

Increase the availability of healthy food for all residents.

Rationale: Access to safe, nutritious, affordable and personally acceptable food contributes to residents' overall health, lowering their risk of many chronic diseases. Land use planning can have a profound impact on whether or not residents have ready access to sources of safe and healthy foods such as grocery stores, farmers' markets and community gardens.³⁹ Healthy food locations that are accessible by transit or are within walking/biking distances of neighbourhoods are particularly supportive of residents meeting their nutritional needs.⁴⁰ This is particularly important for lower income areas where research demonstrates an association between food deserts, lower income neighbourhoods and access to fresh groceries.⁴¹

Protecting and conserving agricultural land and water is essential for food production and a sustainable food system that meets the health and nutrition needs of residents. A sustainable food system provides a fair living for growers and processors, and promotes local self-reliance and environmental sustainability.⁴² A region with a diverse agricultural economy linked to local food needs and markets will be more sustainable in the long term, with lower environmental costs, reduced demands on transportation infrastructure and potentially higher food quality that helps serve local nutrition objectives.⁴⁰

Policies that enhance food access and support a healthy local food system that includes food production, processing, distribution, marketing/retail, consumption and waste disposal components contribute to the long-term health and well-being of a community.

- FA 1** Ensure that healthy food is available in every neighbourhood.
- FA 2** Protect and conserve land and water for use in the growing and production of food as part of a sustainable local food system.

Food Access

Objective 1

FA 1 - Ensure that healthy food is available in every neighbourhood.

Rationale: People are more likely to meet their nutrition needs when healthy, affordable and safe food sources are within easy reach.⁴⁰ Residents in neighbourhoods without a retailer of healthy foods, often turn to more expensive, less healthy processed foods from nearby convenience stores and fast food restaurants. Households that lack income and access to transportation are affected more than others.³⁹ People with restricted mobility are particularly vulnerable.⁴³

Municipalities have an important role to play through developing land use policies that allow for grocery stores and community food initiatives (community gardens, community food centres, farmers' markets) within easy reach of neighbourhoods. Municipalities can provide expertise in garden planning and design, access to land, a safe water supply, tax relief, insurance coverage and gardening materials such as soil, water, compost and tools.⁴⁴ Municipalities can also ensure there are safe and convenient pedestrian, bike and transit connections between neighbourhoods and food destinations. This is particularly supportive of residents with restricted access to transportation.^{3,4}

Healthy, liveable and safe communities are sustained by:

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

(Provincial Policy Statement 2014, 1.1.1)

/// Planning Policies

- FA 1.1** The zoning bylaw shall include mixed-use zones to facilitate the inclusion of small and medium sized food retailers, such as grocery stores, mobile food vendors and farmers' markets close to new and existing residential areas, particularly those areas that are underserved.
- FA 1.2** The zoning bylaw shall allow urban agriculture initiatives such as community gardens, edible landscaping and roof top gardens in residential, commercial, and institutional designations (e.g. health, cultural, and municipally owned facilities, places of worship and schools).
- FA 1.3** Land use designations shall allow for the development of small-scale food processing facilities and distribution centres (e.g. community kitchens, food co-ops and community food centres).

/// Implementation Activities

Short term

- i)** Conduct a community food assessment to identify neighbourhoods that are underserved by healthy food retailers and develop a plan to increase food retailers in these areas.
- ii)** Conduct an assessment of neighbourhood accessibility to healthy food retailers via pedestrian, bike and transit connections and develop a plan to increase access.
- iii)** Strike a community task force to identify and develop opportunities for community agriculture initiatives.
- iv)** Work with local growers and other interested stakeholders to develop a community food centre that supports increased access to food and food skills for local residents.



Food Access

Long-term economic prosperity should be supported by:

h) providing opportunities to support local food, and promoting the sustainability of agri-food and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts;

(Provincial Policy Statement 2014, 1.7.1)

Medium Term

- i) Establish a process for fast-tracking development approval for small and medium sized food retailers, such as grocery stores, mobile food vendors and farmers' markets in underserved areas.
- ii) Engage the community task force in developing an education and outreach program to highlight the importance of urban agriculture and how it can be integrated into public and private spaces.

Long Term

- i) Offer incentives to:
 - small and medium sized food retailers to locate in underserved areas;
 - encourage the formation of grower co-ops, incubator kitchens and/or other economic development initiatives related to local food.
- ii) Engage and enable local vendors and growers to provide healthy foods for residents in municipally owned facilities through procurement policies, requests for proposals, tenders and food purchasing contracts.
- iii) Establish community access to kitchen facilities in municipally owned buildings for food skills education, community kitchen programs, small-scale food processing and food distribution.



Food Access

Objective 2

FA 2 - Protect and conserve land and water for use in the growing and production of food as part of a sustainable local food system.

Rationale: Ontario agricultural lands are in decline and the province is nearing its capacity for self-sufficiency in food production. It is estimated that by 2036, Ontario may fall short of its population's food producing requirements by up to 1,267,000 hectares.⁴⁵

The food produced, distributed and sold within a region can play a major role in how well the dietary needs of the population are met.⁴⁰ Communities with ready access to a sustainable supply of healthy, locally grown and produced foods are less vulnerable to external factors that can affect the food supply.⁴⁶ Municipalities can make zoning bylaw decisions to protect and conserve land and water required for a sustainable local food system.

Opportunities to support a diversified rural economy should be promoted by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.

(Provincial Policy Statement 2014, 1.1.5.7)

Prime agricultural areas shall be protected for long-term use for agriculture.

Prime agricultural areas are areas where prime agricultural lands predominate. Specialty crop areas shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands ...

(Provincial Policy Statement 2014, 2.3.1)

/// Planning Policies

- FA 2.1** Land use designations and transportation plans shall protect and conserve local agricultural food production capacity by restricting the fragmentation of agricultural lands, protecting areas of agricultural importance and potential, and preserving rural and cultural landscapes.
- FA 2.2** The zoning bylaw shall allow for a diversity of agricultural uses such as greenhouses, orchards and locally oriented market gardens requiring a variety of farm sizes, including smaller farms.
- FA 2.3** Land use designations shall allow for small-scale home industries and home occupations, including food-based enterprises that are supportive of agricultural activities.
- FA 2.4** The zoning bylaw shall allow for the development of distribution and/or processing centres (such as a regional food hub) and agricultural product warehouses that support the collection, distribution and marketing of local food products.

/// Implementation Activities

Short term

- i) Strike a community task force to undertake a community food system assessment identifying challenges and opportunities to strengthen the local food system.
- ii) Identify specialty crop and class 1, 2, 3 agricultural lands and assess the impact of competing interests such as mineral aggregates and urban development on food production capacity.
- iii) Identify land with potential for food production such as conservation areas and make it available for small-scale farm use.

Medium Term

- i) Develop an education and outreach program for developers and residents to increase awareness and understanding of the importance of protecting and conserving farmland as part of a sustainable local food system.

Long Term

- i) Develop a long-term food systems strategy that addresses all aspects of a sustainable local food system.

Social Cohesion & Well-Being

Goal Statement:

Create a physical form within communities that encourages social interaction, promotes social capital, and sustains the well-being of all residents.

Rationale: The physical environment is one determinant of a person's overall health. Health is described by the World Health Organization as: "...a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity."⁴⁷ Community design impacts physical and mental health and well-being through the role it plays on a person's sense of belonging to their community, their connection to nature, their social networks and their feelings of safety and security. Planning and design decisions can influence the social and economic characteristics of a neighbourhood, which can disproportionately impact individuals who are disadvantaged because of their age, socioeconomic status, education, gender, culture or other qualities.⁴¹

Objectives

- SC 1** Create complete neighbourhoods that include mixed densities and affordable housing options for people of all ages and socioeconomic status.
- SC 2** Provide public spaces, parks and greenspaces where residents can meet, connect and congregate for social interaction.

Social Cohesion & Well-Being

Objective 1

SC 1 - Create complete neighbourhoods that include mixed densities and affordable housing options for people of all ages and socioeconomic status.

Rationale: Feeling connected to one's community is associated with lower stress, improved overall health status and lower mortality rates.⁶ Complete communities that provide proximity to neighbours, workplaces, schools and services can promote neighbourhood cohesion and increase social capital.^{48;49} Mixed housing communities that integrate affordable housing can provide opportunities for those with lower incomes and for aging in place as people move through their life cycle.⁵⁰

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate-income households...

b) permitting and facilitating:

1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and

2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will

/// Planning Policies

- SC 1.1** The zoning bylaw shall facilitate and support implementation of recommendations in the municipal housing strategy and shall allow for mixed and non-traditional housing arrangements to support residents of all ages (e.g. universal design, granny flats, multiple housing types within neighborhoods, etc.) and shall consider the needs of lower income neighbourhoods and vulnerable populations as a priority.
- SC 1.2** Land uses shall be arranged to facilitate the development of compact, pedestrian-friendly and mixed-use neighbourhoods that fulfill most ordinary human needs including those of transportation; as well as, reflecting unique characteristic and qualities of a place, such as its history, physical traits, natural environments, patterns of human behavior and seasonal variations.
- SC 1.3** Municipalities shall actively seek opportunities to increase public knowledge and provide opportunities for public participation in planning processes from all segments of the population, particularly vulnerable populations and those living on lower income.

/// Implementation Activities

Short term

- i)** Hold consultations, focus groups and/or key informant interviews with residents, stakeholders and vulnerable populations to identify the housing needs within the community and then develop a strategy to address the identified needs.

Medium Term

- i)** Work with the economic development department and/or local business associations to develop strategies that match jobs to existing residents' skills and employment needs.

Social Cohesion & Well-Being

be available to support current and projected needs;

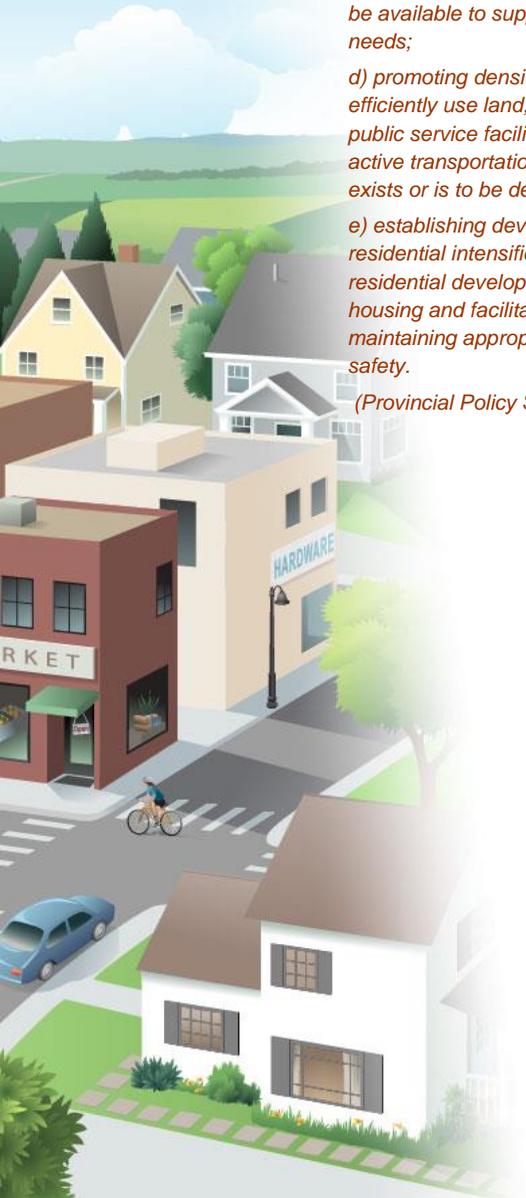
d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and

e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

(Provincial Policy Statement 2014, 1.4.3)

Long Term

- i) Develop an economic development plan that includes strategies to make business growth and expansion more attractive and feasible, such as zoning for mixed-use and live-work areas.



Social Cohesion & Well-Being

Objective 2

SC 2 - Provide public spaces, parks and greenspaces where residents can meet, connect and congregate for social interaction.

Rationale: Creating indoor and outdoor public spaces within a community that enables individuals to meet and congregate provides opportunities for social integration. Research shows that people with strong social networks live longer.⁶ It also shows that exposure to the natural environment is associated with feelings of well-being in individuals.³⁶ Designing communities where residents have access to greenspace can result in physical and mental health benefits.

Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

(Provincial Policy Statement 2014, 1.5.1)

/// Planning Policies

- SC 2.1** Open space and park areas shall be provided within the built environment that are easily accessible to all residents and that are particularly located near schools, seniors' centres, workplaces and residential developments, with priority given to lower income neighbourhoods.
- SC 2.2** Neighbourhoods shall be designed to include municipally managed meeting spaces and common areas that address the needs of all residents and consider health equity and access issues in the design of these spaces.
- SC 2.3** Community security and safety features that impact social interaction and increase physical activity shall be considered through design review processes, and shall include Crime Prevention Through Environmental Design principles.
- SC 2.4** The parks system shall be designed and developed to provide opportunities and programming for a range of uses for all ages.

/// Implementation Activities

Short term

- i)** Engage residents in a community mapping exercise to identify common meeting locations in the community and develop a plan to address areas without safe common spaces.
- ii)** Develop recreation, cultural and community-based programming in public park areas, particularly in lower income neighbourhoods, to make parks more actively used by all community members and to foster a sense of belonging and community cohesion.

Medium Term

- i)** Work with police and community groups to review and implement design strategies to increase safety in public areas to facilitate greater use and opportunities for social interaction, particularly in lower income neighbourhoods.

Long Term

- i)** Conduct a health equity impact assessment on new development proposals to better understand health equity issues related to land use and utilize this information to mitigate unintended health equity impacts.

Glossary



Active transportation - any non-motorized human powered mode of transportation, such as walking or cycling.

Active transportation infrastructure - facilities and resources to encourage and support non-motorized human transport, such as trails, sidewalks, cycling lanes, footpaths or bridges, bike racks, benches, rest areas, and the signage, markings and dividers relative to the same.

Adaptation - actions, initiatives and measures to reduce the vulnerability of natural and human systems against actual or expected climate change effects.

Alcohol outlet - any premise on which alcohol is legally sold for immediate or future consumption, including but not limited to off-premise locations (all styles of LCBO, wine outlets, beer stores) and on-premise locations (bars, restaurants, nightclubs).

Alcohol outlet density - the number of physical locations in which alcoholic beverages are available for purchase in a community either per area, road mile or population. Some areas may choose to include square footage or capacity in density calculations.

Adequate supply - when supply equals the demand (e.g. supply of smoke-free housing meets the demand for it).

Adverse effect - means one or more of:

- a) impairment of the quality of the natural environment for any use that can be made of it;
- b) injury or damage to property or to plant or animal life;
- c) harm or material discomfort to any person;
- d) an adverse effect on the health of any person;
- e) impairment of the safety of any person;
- f) rendering any property or plant or animal life unfit for human use;
- g) loss of enjoyment of normal use of property; and
- h) interference with the normal conduct of business.

Built environment – human-made surroundings that create the setting for all human activity, including those places where people live, work, learn, play and rest. These settings range from small rural communities, to busy urban streets and neighbourhoods, to bustling downtowns, and all places in between.

Community garden - a publicly accessible garden where people share the basic resources of land and water; can be on public or privately-owned land, and is managed by a group of community members, organizations and/or government agencies.

Complete community - a community that meets the daily living needs of its residents by providing a mix of jobs, housing, schools, recreation, open space, local shops and services, and has options for active transportation and transit.

Complete streets - a design concept wherein built environment features are designed for all ages, abilities, and modes of travel. On complete streets, safe and comfortable access for pedestrians, bicycles, transit users and the mobility-impaired is an integral planning feature.

Crime Prevention Through Environmental Design (CPTED) - an approach to deterring criminal behaviour by creating a built environment through environmental design that influences offender decisions before a criminal act occurs.

Glossary



Edible landscaping - the use in landscaping of plants that produce food instead of commonly used ornamental plants.

Food desert - a socioeconomically disadvantaged area with relatively poor access to affordable, healthy food retailers such as supermarkets.

Food system - all of the processes that are a part of providing food to people including the growing, harvesting, processing, packaging, transporting, marketing, consuming and disposing of food and food packaging.

Health inequities - unfair and avoidable or modifiable differences in health status experienced by various individuals or groups in society due to unequal access to key factors that influence health, for example, income, education, age, gender, race, employment and social support.

Incubator kitchen - a shared-use commercial kitchen where local food entrepreneurs can prepare their food products in a fully licensed and certified environment, often with technical, business development and other assistance.

Mitigation - activities that reduce the amount of greenhouse gases emitted to our atmosphere

Regional food hub - an organization that actively manages the collection, distribution, and marketing of food products primarily from local and regional producers to strengthen their ability to satisfy wholesale, retail and institutional demand.

Social capital - the ways and degree to which people interact with their neighbours, the relationships they form within their community and the amount of time they spend engaged in civic endeavors, volunteer work or other community activities.

Urban agriculture - covers a range of activities that focus on growing food in or around cities, towns or smaller communities. Some examples include backyard gardens, beehives, berry patches, community gardens, container gardening, edible landscaping, greenhouse agriculture, herb gardens, urban farms, orchards, rooftop gardens, schoolyard gardens, vineyards and small-scale poultry raising.

Utilitarian physical activity - physical activities that serve a practical purpose; for example walking to get from one place to another.

Walkable community - a community or neighbourhood that is friendly to walking, determined by factors such as the presence of sidewalks, trails or other pedestrian right-of-ways, road design, traffic conditions, land use patterns and safety issues.

Vulnerable populations - populations who are at risk of health inequities due to their income, education, age, gender, race, employment or social support.

Resources

This document is just one of many resources available to support the creation and implementation of healthy community design policies.

Other useful resources include:

Backgrounders and Reports

Active Design Supplement: Promoting Safety (2012). John Hopkins Centre for Injury Research and Policy, NYC Department of Health and Mental Hygiene, Society of Public Health Education www.centerforactivedesign.org/promotingsafety.

Active Transportation Beyond Urban Centres: Walking and Bicycling in Small Towns and Rural America, Rails to Trail Conservancy www.railstotrails.org/resources/documents/ourWork/reports/BeyondUrbanCentersReport.pdf.

Aging in Place: A State Survey of Livability Policies and Practices (2011). Nicholas Farber, JD, and Douglas Shinkle, National Conference of State Legislatures. www.assets.aarp.org/rqcenter/ppi/liv-com/ib190.pdf.

Best Practices in Local Food: A Guide for Municipalities (2013). The Ontario Municipal Knowledge Network www.omkn.ca/Best-Practices/Beneficial-Reports.aspx.

Creating Walkable and Transit-Supportive Communities in Halton.(2009). Halton Region Health Department www.halton.ca/common/pages/UserFile.aspx?fileId=18644

Evaluating Non-Motorized Transportation Benefits and Costs (2012). Todd Litman, Victoria Transport Policy Institute www.vtpi.org/nmt-tdm.pdf.

Healthy Communities, Sustainable Communities (2007). Ontario Professional Planners Institute www.ontarioplanners.ca/PDF/Healthy-Communities/2007/Healthy-Sustainable-Communities-2007.aspx.

Health Equity and Community Design, Planning Healthy Communities Fact Sheet Series – No. 3, Healthy Canada by Design CLASP www.cip-icu.ca/_CMS/Files/FACTSHEETS-Equity-FINALenglish.pdf

If Health Matters: Integrating Public Health Objectives in Transportation Planning (2011). Todd Litman, Victoria Transport Policy Institute www.vtpi.org/health.pdf

Limiting Alcohol Availability – Helping Municipal Governments Reduce Alcohol-Related Harms [www.carbc.ca/Portals/0/Community/Municipal/1LimitAvail\(e\).pdf](http://www.carbc.ca/Portals/0/Community/Municipal/1LimitAvail(e).pdf)

Pedestrian and Bicycle Planning: A Guide to Best Practices (2014). Todd Litman, Robin Blair, Bill Demopoulos, Nils Eddy, Anne Fritzel, Danelle Laidlaw, Heath Maddox, Katherine Forster Victoria Transport Policy Institute www.vtpi.org/nmtguide.doc.

Planning by Design: A Healthy Communities Handbook (2009). Ontario Ministry of Municipal Affairs, and Housing and Ontario Professional Planners Institute www.mah.gov.on.ca/Page6737.aspx.

Promoting Public Health through Smart Growth: Building Healthier Communities through Transportation and Land Use Policies and Practices. Smart Growth BC www.smartgrowth.bc.ca/Portals/0/Downloads/SGBC_Health_Report_FINAL.pdf.

School Zone and Nutrition: Courses of Action for the Municipal Sector. Public Health Agency of Canada www.aspq.org/documents/file/guide-zonage-version-finale-anglaise.pdf.

The Impact of the Built Environment on the Health of the Population: A Review of the Review Literature (2007). Simcoe Muskoka District Health Unit www.simcoemuskokahealth.org/Libraries/HU_Library/BHC_LitReview.sflb.ashx.

Resources

Checklists

Public Health in Land Use Planning & Community Design — Land Use Checklist, National Association of County & City Health Officials (U.S.) - www.naccho.org
Sustainability Checklist for Rezoning and Development Permit Applications (Port Coquitlam) – www.portcoquitlam.ca

Websites

Active Living By Design – www.activelivingbydesign.org
Association of Pedestrian and Bicycle Professionals - www.apbp.org
Crime Prevention Through Environmental Design; CPTED Ontario – www.cptedontario.ca
Complete Streets for Canada - www.completestreetsforcanada.ca
Canadian Institute of Planners - www.cip-icu.ca/web/la/en/default.asp
Change Lab Solutions – www.changelabsolutions.org
Driven to Action: Stopping Sprawl in Your Community – www.dauidsuzuki.org
Ontario Professional Planners Institute – www.ontarioplanners.ca
Preventing Excessive Alcohol Consumption: Regulation of Outlet Density - www.thecommunityguide.org/alcohol/outletdensity.html
Shaping Active, Healthy Communities – www.heartandstroke.com
Walkable and Livable Communities Institute - www.walklive.org
Victoria Transport Policy Institute - www.vtpi.org

Books

Lopez, Russell, P. (2013) *The Built Environment and Public Health*
Jackson, Richard J. (2011) *Designing Healthy Communities*
Dunham-Jones, Ellen (2001) *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs*
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